H₀=Maximum opening in square feet, need not exceed 20 square feet.

$$P = \frac{A_s}{6240} + .024$$

A_s=Maximum cross-sectional area of the pressurized shell normal to the longitudinal axis, in square feet; and

(3) The maximum opening caused by airplane or equipment failures not shown to be extremely improbable.

(f) In complying with paragraph (e) of this section, the fail-safe features of the design may be considered in determining the probability of failure or penetration and probable size of openings, provided that possible improper operation of closure devices and inadvertent door openings are also considered. Furthermore, the resulting differential pressure loads must be combined in a rational and conservative manner with 1–g level flight loads and any loads arising from emergency depressurization conditions. These loads may be considered as ultimate conditions; however, any deformations associated with these conditions must not interfere with continued safe flight and landing. The pressure relief provided by intercompartment venting may also be considered.

(g) Bulkheads, floors, and partitions in pressurized compartments for occupants must be designed to withstand the conditions specified in paragraph (e) of this section. In addition, reasonable design precautions must be taken to minimize the probability of parts becoming detached and injuring occupants while in their seats.

[Doc. No. 5066, 29 FR 18291, Dec. 24, 1964, as amended by Amdt. 25–54, 45 FR 60172, Sept. 11, 1980; Amdt. 25–71, 55 FR 13477, Apr. 10, 1990; Amdt. 25–72, 55 FR 29776, July 20, 1990; Amdt. 25–87, 61 FR 28695, June 5, 1996]

§ 25.367 Unsymmetrical loads due to engine failure.

(a) The airplane must be designed for the unsymmetrical loads resulting from the failure of the critical engine. Turbopropeller airplanes must be designed for the following conditions in combination with a single malfunction of the propeller drag limiting system, considering the probable pilot corrective action on the flight controls:

(1) At speeds between V_{MC} and V_D, the loads resulting from power failure because of fuel flow interruption are considered to be limit loads.

(2) At speeds between V_{MC} and V_C, the loads resulting from the disconnection of the engine compressor from the turbine or from loss of the turbine blades are considered to be ultimate loads.

(3) The time history of the thrust decay and drag build-up occurring as a result of the prescribed engine failures must be substantiated by test or other data applicable to the particular engine-propeller combination.

(4) The timing and magnitude of the probable pilot corrective action must be conservatively estimated, considering the characteristics of the particular engine-propeller-airplane combination.

(b) Pilot corrective action may be assumed to be initiated at the time maximum yawing velocity is reached, but not earlier than two seconds after the engine failure. The magnitude of the corrective action may be based on the control forces specified in § 25.397(b) except that lower forces may be assumed where it is shown by anaylsis or test that these forces can control the yaw and roll resulting from the prescribed engine failure conditions.

§ 25.371 Gyroscopic loads.

The structure supporting any engine or auxiliary power unit must be designed for the loads including the gyroscopic loads arising from the conditions specified in §§ 25.331, 25.341(a), 25.349, 25.351, 25.473, 25.479, and 25.481, with the engine or auxiliary power unit at the maximum rpm appropriate to the condition. For the purposes of compliance with this section, the pitch maneuver in § 25.331(c)(1) must be carried out until the positive limit maneuvering load factor (point A₂ in § 25.333(b)) is reached.

[Amdt. 25–91, 62 FR 40704, July 29, 1997]